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SAC MISSILE COMBAT COMPETITION
STRATEGIC AIR COMMAND
1987

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Combat Crew

strategic air command

MAY 1987

★★★★

GENERAL JOHN T. CHAIN, JR.
COMMANDER IN CHIEF
STRATEGIC AIR COMMAND

OLYMPIC SHIELD 87: A CINCSAC PERSPECTIVE

For over a quarter century, ICBMs have been a mainstay of this nation's deterrent capability. ICBM ability to deliver prompt, decisive retaliation to a nuclear attack has made it clear to the Soviets that messing with the USA is a very risky business. ICBMs within the TRIAD complicate Soviet attack planning, and their unique characteristics have made our bomber and SLBM forces more effective.

SAC missiliers today continue that superb legacy — as the missile force enters an exciting, dynamic era. Olympic Shield reflects the changes underway. This is our first competition without TITAN, and, I expect, our last without PEACEKEEPER.

Right now, we are upgrading MINUTEMAN through programs such as Rivet Mile, to ensure that force remains effective well into the future. We're also modernizing. We're deploying PEACEKEEPER in silos, and developing the Small ICBM. The President has requested development of the Rail Garrison basing concept, which would complete PEACEKEEPER deployment in the early 1990s.

New hardware provides combat capability we need to fully support our national deterrent strategy. One hundred PEACEKEEPERs will let us hold at risk the hardest, most threatening Soviet warfighting assets. Operationally, that means we can disrupt a Soviet nuclear attack in its early stages. The result is lowered Soviet confidence in a successful first strike, and enhanced deterrence. Completing PEACEKEEPER deployment is my first strategic modernization priority.

With Rail Garrison (RG) we get all the operational advantages of PEACEKEEPER plus a survivable basing mode. RG gives us prompt retaliatory capability, available at all times. Going rail mobile in times of tension will enhance crisis stability when we need it most.

The Small ICBM will provide endurance and flexibility in our ICBM forces and complement the TRIDENT D-5 in providing enduring counterforce capability. These new hardware programs make this an exciting time to be in SAC, and a very good time to be in the SAC missile business.

However, Olympic Shield is not about hardware. It's about people. With good equipment, and SAC's trained professionals to operate, maintain, and support it, we have an unbeatable force. The absolutely top-notch teams we've assembled for this year's competition demonstrate the high caliber of SAC missiliers everywhere.

Deterrence rests on that sort of excellence in our combat crews now and in the years ahead. Olympic Shield competitors set the standards of pride, professionalism, and missilier vigilance we need. The competition itself tests new procedures and finds ways to do the job better. I'm confident our teams will do well; they're SAC people. We'll be watching as they perform, and so will the men in the Kremlin.

To all competitors, congratulations. You've been up against tough competition in regular season play at your home base, and you've emerged victorious. You've made the playoffs; in fact, you're in the Final Six. Work hard as you represent missiliers across the command. Enjoy this period of intense, constructive competition with the very best of your peers. Have fun in California. **I'll see you there.**

★★★★

FLARE

Combat Crew

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ON OUR COVER

An artist's drawing depicts a Small ICBM rocketing skyward. Will any of the missiliers participating in the 1987 Olympic Shield competition be assigned to the Small ICBM in the future?

GEN JOHN T. CHAIN JR.
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NEXT MONTH . . . Flying the B-1B as a crew . . .

Welcome Competitors!

Major General E. G. Shuler, Jr.
HQ SAC, DCS/Operations

This year marks the occurrence of some key events in the history of our ICBM force. The last of the Titan missiles, long a bulwark of SAC's ICBM leg of the Triad, will soon be taken off alert and deactivated. Later this year, we will celebrate the twenty-fifth anniversary of the first of 1000 Minuteman missiles on alert, a weapon system designed for a life of ten years but only envisioned to last three. Finally, we will acknowledge the first anniversary of placing the first Peacekeeper missiles on alert.

This year we'll mark another milestone in the history of SAC's ICBM force on the first of May, when the best in the missile business will gather at Vandenberg AFB for the Twentieth SAC Missile Combat Competition. Now nicknamed Olympic Shield to symbolize the increasing and critically important role of the ICBM force in the umbrella of our nation's defense, this premier event will bring together the world's finest missile crews, maintenance, communications, security police and civil engineering personnel in a week-long competition for the top honor—winner of the Blanchard Trophy—and right to be called the "Best of the Best."

Because of the ongoing deactivation of the Titan weapon system, this will be the first Minuteman-only competition. While we will miss the active participation of Titan in competition, we will not forget the spirit and vigor they brought.

As we enter the third decade of competition among our strategic missile wings, Olympic Shield takes on heightened significance. We are in an era where we must maximize the effectiveness of our existing weapon systems. The missile competition provides a means to accomplish that goal. It creates an opportunity for the best performers from each missile wing to sharpen their skills. In doing so, Olympic Shield sets in motion events that spur the search for better, more innovative ways to do the job—ways that yield more potential and squeeze the most capability out of the systems we have. Most importantly, the SAC Missile Combat Competition allows us to demonstrate the readiness of the officers and airmen of our strategic missile wings.

Our job in Strategic Air Command is readiness. This competition is a means to have that readiness. It is the culmination of many weeks of hard work and preparation by competitors, wing staffs and headquarters staffs alike. So when we convene at Vandenberg, we'll compete, demonstrate our skills and enjoy doing it. But let no one, friend and enemy alike, doubt our purpose—we gather as sentinels of freedom in the profession of peace: **Vigilant, Competent. . .and Ready!** ★★

Capt Craig J. Priebe
Command Project Officer
HQ SAC/DOMM

> ". . .and the winner of the Blanchard Trophy as the Best Missile Wing in SAC for 1987 is. . ."

Late in the evening on 5 May at Vandenberg AFB, California, those words will be spoken from the stage of a jam-packed auditorium as the final score is posted, revealing the winner of Olympic Shield, the 1987 SAC Missile Combat Competition. Will the "Fightin' 341st" from Malmstrom AFB, Montana become the first missile wing in SAC to win "the Blanchard" back to back? Or will the "Stump" bring good luck to the 351st from Whiteman AFB, Missouri, as they seek to become the first missile wing to win the competition five times?

Whoever the winner is, that moment will mark the culmination of many hours of preparation by the competitors and staff at all levels of the command.

The SAC Missile Competition is like no other competition in the command. Unlike the SAC Bomb-Nav Competition, Olympic Shield occurs real-time. Unlike the SAC Weapons Loading competition, the Missile Competition encompasses five different functional specialties.

In the Missile Operations area, each competing wing is represented by two 2-person launch crews. Each crew is given two "rides" in the missile procedures trainer, or simulator. Each ride lasts for two hours and contains challenging and complex situations that a crew might encounter if performing an actual alert. These scenarios include weapon system malfunctions, security situations, emergency/safety problems and emergency war order procedures. The two operations crews compete for a combined total of 1200 points.

The Missile Maintenance area is split into four individual team categories. For the 1987 competition, each wing will be represented by a five-person Missile Maintenance Team, a 2-person Electro-Mechanical Team, a 2-person

Olympic Shield 87

Mechanical Shop Team and a 2-person Power Refrigeration Electric Team. Each of these teams will compete in either an in-shop or on-site exercise that requires them to troubleshoot and repair a piece of equipment or component within their specialty. Each exercise is worth 300 points for a possible wing maintenance team total of 1200.

In both the Communications and Civil Engineering areas, each wing is represented by a 2-person maintenance team that competes in an in-shop exercise worth 200 points. Like the missile maintainers, their exercises consist of troubleshooting and repairing a piece of equipment or component of the weapon system. For 1987, the communications specialists will come from the Missile Control Communications work centers. In the Civil Engineering area, the competitors will come from the Missile CE water shop.

Finally, a 7-person security police team will represent each wing in the competition. This team will compete in three different exercises, totaling 200 points. These include a tactics exercise, a combat rifle course and a confidence/obstacle course.

In total, 156 competitors from the six SAC missile wings will put in many hours of intensive training and preparation as each wing follows its quest to take home the Blanchard in 1987. Before they even begin their preparation, over 200 people from SAC, the 390lst Strategic Missile Evaluation Squadron (SMES) and the 1 Strategic Aerospace Division, 1STRAD, will put in countless hours of preparation and planning for the exercises to be given during the competition, the logistics support required for those exercises, and the associated symposium activities.

The preparation and planning for Olympic Shield begins months before the wings start selecting the competitors in each of these areas. It begins in August as a combined effort between the key functional agencies at SAC, SMES and 1STRAD with a review of the critiques and "lessons learned" from the previous year's competition.

The next steps in the process are to finalize and obtain approval for the dates of the competition and to request the appointment of project officers from the myriad agencies at all levels of the command whose assistance is needed to orchestrate every aspect of support for the competition.

Then the fun begins. The operations order, which governs the conduct of and support for the competition gets revised. While that is occurring, the key SAC staff and 390lst agencies for each of the functional competition areas busy themselves selecting which maintenance shops will compete and what the specific tasks will be. Concurrently, the 390lst begins outlining the scenarios to be used in the operations portion of the competition. A significant amount of time, effort and care goes into the selection of shops, tasks and scenarios to ensure comparable difficulty for each wing and to avoid jeopardizing each wing's mission.

When finalized, the required team composition and task areas are released to the units. The wings then begin their local competitions in each area that ultimately leads to the selection of the final 26 competitors that will carry their respective wing standard into the command competition. Once selected, these individuals undergo intensive training to hone their skills.

While the wings' competitors are preparing, so too are the competition evaluators. They are dry-running and refining the problems and scenarios to be presented to ensure each wing's competitors receive an accurate, fair and impartial exercise.

The planning and preparations do not end there. While the competitors and evaluators are busily preparing for the competition, many others from SAC, both numbered air forces and 1STRAD arduously develop plans in all the support areas. Invitations are prepared and sent to military, civilian and aerospace industry dignitaries. Airlift support is scheduled. News releases and symposium agendas are prepared and approved. Social functions are planned. Itineraries and protocol arrangements for attending general officers and civilian distinguished guests are finalized. The list of details is almost endless. But somehow, it all seems to come together.

In all, several man-years of time go into the planning and executing of one competition. Is it all worthwhile? There are some who would say "No." But the vast majority of people who have taken part in the Missile Competition, either as a competitor or observer, say emphatically, "Yes!" Why? Many benefits, tangible and intangible, come out of the competition. Procedures and techniques are refined and improved. Innovations in equipment are created and tested. Better tactics are developed. New ideas are discussed. All of these not only benefit the individual, but they also benefit the command through improved effectiveness and increased readiness.

But probably the greatest benefit of all that ripples through those who take part in any aspect of the competition activities is the awesome power of spirit and pride felt and displayed. . .team spirit that literally grips everyone. . . pride and satisfaction in knowing that despite the outcome, everyone has done his or her best!

Olympic Shield is the showcase event of the missile world for Strategic Air Command. This year marks the 20th time teams from SAC's missile wings have gathered together in friendly competition. During the past 19 years, the competition has changed and evolved into what it is today. And it will continue to change in the future. But one thing won't change. . .**the command spirit and pride in knowing we are Vigilant, Prepared and Ready!**

341 SMW

Malmstrom

Col Teddy E. Rinebarger, wing commander, 341 SMW, Malmstrom AFB, MT.

2153 CS Communications Team: A1C David Altman and SSgt Kerry Winters.

341 SMW Operations Team: 1Lt Jeff Hunt, DMCCC and Capt Bob Beardslee, MCCC.

341 SMW Mechanical Shop Team: (L) A1C Aaron Meyer, A1C Greg Sandy and Sgt Alan Leo.

341 SMW Security Police Team: (L) SrA David Luce, SRT member, A1C Chris Brannen, SET member, A1C Eric Squires, SET member, SSgt William Stannifer, SRT leader, A1C Lloyd Skutt, SRT member, Sgt Brian Cape, ART leader, and A1C Jeff Robichaud, ART member.

341 SMW Electro-mechanical Team: (L) Sgt Michael Ameling, team chief; SSgt Richard Vassaur, alternate and Sgt John Moore.

341 SMW Operations Team: 1Lt Bart Jones, DMCCC and Capt Kirk Dickenson, MCCC.

341 SMW Power Refrigeration Electric Team: SSgt Michael Riley and SSgt David Mercer.

341 SMW Missile Maintenance Team: (L) SSgt Fred Peterson, SrA Rusty Ross, SSgt Carey Hamrick, team chief, SSgt Dennis Carl and SSgt Don Rogers.

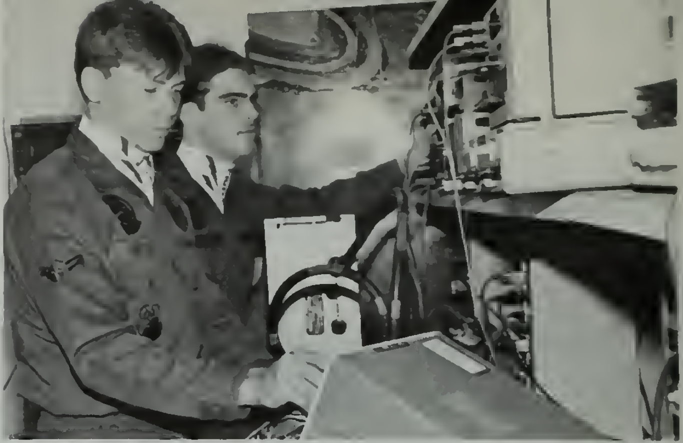
341 SMW Civil Engineering Team: SSgt Sanney Watson, team chief, and SSgt Vellina Norman.

351st STRATEGIC MISSILE WING

351
SMW
Whiteman

Col Robert B. Smith, commander, 351 Strategic Missile Wing, Whiteman AFB, MO.

351 SMW Missile Maintenance Team: A1C Robert H. McConnell (rear), Amn Shane D. Ellis and SrA Joseph E. Johnson (center L-R), SSgt John N. Oliver, team chief (front left), and SrA David S. Faletti.



2154 Communications Squadron Team: (L-R) A1C David A. Melton and A1C John A. Sissell.

351 SMW Security Response Team: (L-R) SSgt Ronald L. Wright, team leader, SrA Herbert L. Duggan, and A1C Michael L. Lemons.

351 SMW Security Escort Team: (L-R) A1C Raymond J. Havrilak and A1C Jeffrey G. Ramer.

351 SMW Operations Crew S-039: Capt Russell G. Stewart, MCCC (sitting), and 1Lt Anthony Martignetti, DMCCC.

351 SMW Power Refrigeration Electric Team: (L-R) Sgt Donovan P. Hart, team chief, and Sgt Jose J. Bernal.

351 SMW Mechanical Team: (L-R) Sgt Richard J. Luszcak and SSgt Jeffrey E. Gary, team chief.

351 SMW Operations Crew S-149: 1Lt Steven J. Negron, MCCC (sitting), and 1Lt Jonathan C. Claus, DMCCC.

351 SMW Civil Engineering Team: (L-R) Sgt Paul C. Tracy and TSgt David F. Jencks, team chief.

351 SMW Alarm Response Team: (L-R) A1C John M. Harvey and SrA Michael S. Larson.

351 SMW Electro-mechanical Team: (L-R) SSgt Harley J. Davison and SSgt Leslie S. Ellis III, team chief.

321 SMW

Grand Forks

Col Robert W. Parker, commander, 321st Strategic Missile Wing, Grand Forks AFB, ND.

321 SMW Electro-mechanical Team: (L-R standing) SSgt Arla A. Mitrano, A1C John E. Lashure; (kneeling) A1C Anthony J. Burris (alternate).

321 SMW Operations Team S-280: (front) 1Lt Michael W. Miller, DMCCC; (back) Capt Scott E. Goehring, MCCC.

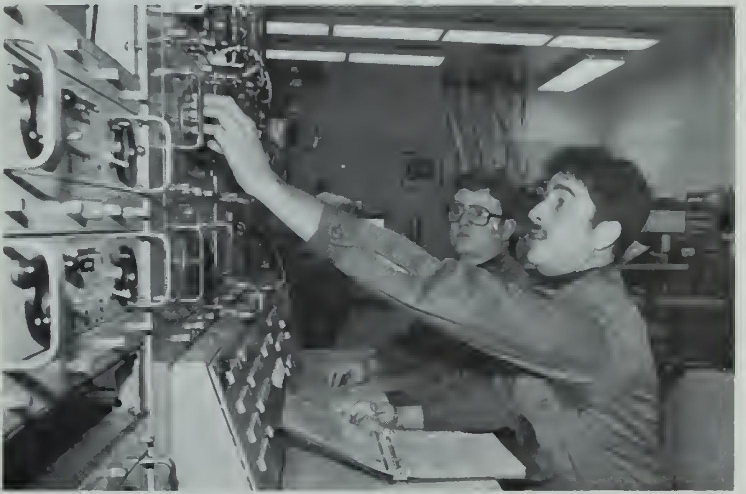
321 SMW Operations Team S-270: (front) 2Lt Richard A. Lane, DMCCC; (back) 1Lt Edwin T. Parks, MCCC.

321 SMW Security Police Team: (L-R, front row) SSgt Mark V. Hahn, Sgt Scott C. Reed, A1C Jeffrey A. Leonetti, A1C Ponciano Herrera, Amn Stephen D. Long; (back row) SSgt Francis Stordalen, Sgt Donald W. Moore Jr, Amn Paul G. Kollinger, A1C Barton L. Malpass.

321 SMW Missile Maintenance Team: (L-R) SSgt David P. Verminski, SSgt George E. Lipps, SrA Clarence D. Clanton, SSgt Michael Nottestad, SSgt Bryan E. Breakey and A1C Robert D. Brown (alternate).

321 SMW Power Refrigeration Electric Team: (L-R) SSgt Alton R. Mason, SrA Ron K. Day, SSgt Rock L. Rayl (alternate).

2152 Communications Team: SSgt James W. Smith, background, and A1C Danny T. Fowler, foreground.



321 SMW Civil Engineering Team: (L-R) SSgt Brian K. Schneider and SrA Jeffery P. Cockran.

321 SMW Mechanical Shop Team: (L-R) SSgt Doyle R. Roberts Jr, A1C Terry E. Duncan.

91ST STRAT. MISSILE WING

POISED FOR PEACE

91
SMW
Minot

91 SMW Commander Col John J. Politi.

91 SMW Security Police Group: (Standing L-R) Amn Amedee Jean-Pierre Irey, Amn Patrick M. Brown, A1C Steven M. Hockman, SSgt Brye McMillon, Sgt Eric A. Szczesny (Alt) and A1C Jody C. Dobrinich (Alt). (Kneeling L-R) 2Lt Warren L. Keithley (training chief), Amn Troy P. Siebert, SrA Michael M. Welker, SrA Wesley Smith, SSgt Wallace D. Taylor (Alt) and MSgt Dannie R. Beaty (team trainer).

91 SMW Operations Team: 1Lt John B. Shuman and 1Lt Robert C. Walk (L-R).

91 SMW Operations Team: 2Lt John B. Clarke and 1Lt Barry S. Thornton (standing).

Amn Amedee Jean-Pierre Irey and Amn Troy P. Siebert wear special infra-red sensors and carry light-emitting M-16s as they practice for Olympic Shield.

91 SMW Civil Engineering Team: Sgt Timothy J. Mulligan and Sgt Todd A. Miller (L-R).

SrA Michael M. Welker, wearing infra-red sensors, practices for Olympic Shield.

2150 Communications Squadron Team: SrA Angela K. Havens and SrA Kevin L. Teele (L-R).

91 SMW Mechanical Team: SSgt Michael W. Miller and Sgt Scott A. Frazier (L-R).

91 SMW Electro-mechanical Team: A1C Stephen M. Hopkins and SSgt Michael A. Slaven (L-R).

90 SMW

F. E. Warren

90th SMW Commander Colonel Gary L. Curtin.

90th SMW Security Police Team: (counter-clockwise) A1C Gregory W. Woodhall, Sgt Rick Joyner, SrA Arnulfo C. Tumbaga, SSgt Robert A. Cheatham, Amn Jesus C. Garcia Jr, Sgt Brad D. Bliss and A1C Tony M. Farrington.

90th SMW Missile Maintenance Team Member SSgt George O. Bustillo (standing).

90th SMW Missile Maintenance Team Chief SSgt Jeffrey D. Harrell.

90th SMW Operations Team I: (seated) Capt John G. Husovsky, MCCC, and (standing) 1Lt Robert L. Keith, DMCCC.

90th SMW Electro-Mechanical Team: (L-R) SSgt Edward R. Morgan, Jr and Team Chief SSgt Joseph A. Lafferty.

90th SMW Missile Maintenance Team Members: (L-R) SSgt Andrew H. Dalton and SrA Darryl S. Osborne.

90th SMW Missile Maintenance Team: (L-R) SSgt Andrew H. Dalton and A1C Timothy S. Lloyd.

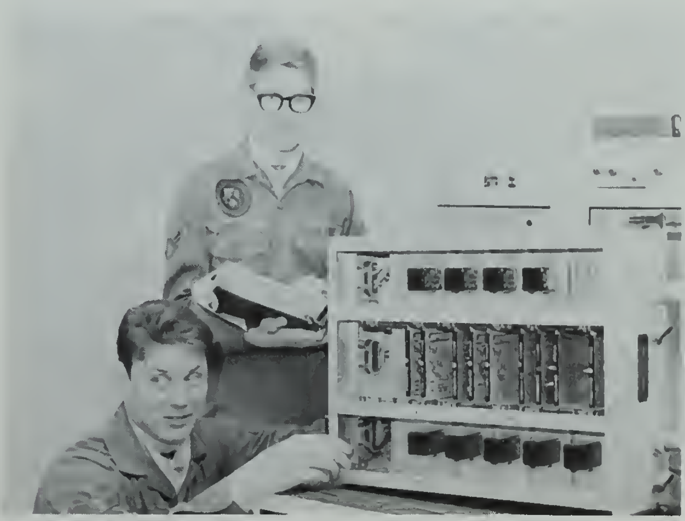
90th Power Refrigeration Electric Team: (L-R) Team Chief Sgt James T. Govro and A1C George P. Herbert.

90th Mechanical Shop Team: (L-R) Sgt Edgar L. Jones Jr and Team Chief SSgt Thomas N. Watson.

90th SMW Civil Engineering Team: (L-R) A1C Matthew D. Gibson and SSgt Ricky L. Fulps.

90th SMW Operations Team 2: (L-R) 1Lt Francis L. Smith, MCCC, and 2Lt Curtis S. Carr, DMCCC.

2149th Communications Squadron Team: (L-R) A1C David S. Wilson and SrA Brian J. Jondle.



44
SMW
Ellsworth

Col Arthur E. Johnson, 44 SMW commander, Ellsworth AFB, SD.

44 SMW Missile Maintenance Team: (L-R) A1C Timothy C. Spokish, SrA David O. Nelson Jr, TSgt Gregory C. Severson, A1C Larry S. Carley and SSgt Phillip B. Sutton.

44 SMW Security Police Team: (L-R) Top; A1C Peter L. Hervoyavich III, SrA Tony W. Armbruster, Sgt Joe S. Palmer, SSgt Richard Canez Jr. (Bottom) Sgt Richard F. Bular, A1C Anthony Albano and Amn Eric F. Scheppers.

44 SMW Operations Crew: (L-R) MCCC 1Lt Allen Christiansen and DMCCC 2Lt Ronald McLaughlin.

44 SMW Operations Crew: (L-R) MCCC 1Lt Keith A. Thompson and DMCCC 2Lt Gregory S. Kimbrell.

44 SMW Civil Engineering Team: (L-R) SSgt Antony J. Person, team chief, and A1C Troy W. Cooper.

44 SMW Mechanical Team: (L-R) Sgt William J. Kea and SSgt William A. Epling.

44 SMW Power Refrigeration Electric Team: (L-R) TSgt Ronald J. Morris and TSgt Harold Blalock Jr, team chief.

44 SMW Electro-mechanical Team: (L-R) SSgt Frank L. Banks, team chief, and SSgt Michael Snodgrass.

2148 Communications Team: (L-R) SSgt Karey V. Weeks and SSgt Wayne L. Wright Jr.

UNSTICK!

Capt Steven D. Rients
CFIC, Castle AFB

SAC instructors are frequently exposed to the dangers inherent in flying combat aircraft. It is the instructor's responsibility to be prepared for the unexpected and to teach preparedness to our students. I was an instructor on an OAS conversion sortie which demonstrated the importance of thorough preparation.

I arrived at the TDY location Wednesday afternoon and on Thursday began preparations to fly my first training sortie with an OAS conversion crew. As it happened, the sortie turned out to be a very short ride on an eight-engine snowmobile.

Show time was 0400 Friday. At cell rebrief and the weather briefing, we learned that Fort Drum was closed for icing so the crew quickly replanned for Ashland, the normal backup low level training route. The crew was alert and ready to fly. After a short wait at base ops to refile, we headed out to life support and then to the airplane. I did the walk around for the nav team and helped load the airplane. There were a couple of puddles of hydraulic fluid in the bomb bay and wheel well areas but the crew chief assured me that they were the result of hydraulic servicing.

The preflight was normal up to takeoff roll. We taxied onto the runway and the pilot pushed up the throttles. The pilots were an experienced group. The left seater was within a couple months of CFIC, while a training flight IP sat in the right seat. The IP seat was filled by a squadron ops officer, also an IP.

Takeoff roll seemed normal.

Pilot: "70 knots. . . now."

Nav: "Nav timing."

Nav: "Coming up on 16.2 seconds. . . now."

Pilot: "Committed."

Pilot: "Coming up on unstick. . ." (about 146 knots, unstick would have been at 156 knots.)

Immediately after the "Coming up on unstick" call, the nose of the airplane seemed to drop. It felt like catching a nose gear on a hard landing. The pilot said, "We're aborting takeoff." About then I could see sparks flashing in the forward wheel well behind me and coming up from under the nav's and radar's seats, filling the cockpit with smoke. I have no idea what the duration of the slide was. A sense of curiosity is the main thing I remember. It wasn't a question of if we would die, just how, since you just don't abort a heavy B-52G at unstick and live to tell about it.

Obviously, we did live. A combination of an experienced crew and unbelievable luck made the difference. I'm not quite sure of the exact sequence, but I remember most of the major events. The entire crew remained calm throughout the incident. I remember a pilot saying, "We're under 135 knots, deploying the drag chute." Then "Shutting down engines." The gunner informed the crew and then blew his hatch, probably at about 110 knots. A pilot stated, "Pulling fire shut-off T handles." About that time the plane decelerated rapidly as we slid over the BAK-9 barrier cable which caught on part of the underside of the plane. Sometime during the slide flames became visible under the radar's seat adding more smoke to the cockpit atmosphere.

We finally came to rest about 50 yards off the end of the runway. With the exception of the pilots, who went out their windows, the crew used the gunner's hatch for exit. Exit was very rapid. The EW, a second lieutenant on his third attempt at his first post-CCTS flight, tried to open his hatch but couldn't. The copilot tried his hatch but couldn't get it off. Once outside the aircraft we dashed about 200 yards off the nose of the aircraft and counted noses. Miraculously everyone was okay.

It was later determined that there was no way the crew could have caught or corrected the problem.

I guess the whole point of this article is to stress the importance of always being prepared for the unexpected. Everyone had all required egress equipment on; 100 percent oxygen kept most of the smoke out of our lungs, and seatbelts and harnesses kept us from being thrown around. Our hands would have been turned to hamburger by the escape rope if we hadn't been wearing gloves. We all knew where the exits were and got there in a hurry despite very dense smoke and darkness in the cockpit. The gunner probably saved us by blowing his hatch or we all might have had to exit through the pilots' windows.

As an instructor you can provide that safety edge by being prepared and ensuring your students are prepared. Preflight your equipment thoroughly and wear it during all critical phases of flight. Learn and teach others how to work the upper hatches when you have good lighting conditions and a lot of time; that knowledge might come in handy. Think about what your actions would be in the event of a sudden ground or inflight emergency and spend time discussing a crew plan of action while you're mission planning. Although the fires were extinguished by the snow, the plane smoked for hours. It was a miracle that the aircraft didn't explode; but if it had blown up, a few seconds could have meant the difference between life and death for nine crew members.

There are a couple of other things you might consider. I have a will, but no one knew where it was. My emergency data had the wrong life insurance company listed on it, and my finances weren't (and probably never will be) very well organized. For a bachelor, the delays would be a minor inconvenience compared to the problems it could cause your family.

I hope nothing like this ever happens to you; but if it does, you can help yourself, your family and your crew by being prepared.

New Inspection Requirements For -135 Aircraft

Lt Col D. Scruggs
HQ SAC/LGMS

There is probably no other aircraft in the SAC inventory more versatile and time tested than the -135. A proven workhorse and weapon system, its mettle was demonstrated during the days of the "Young Tiger" missions and continues to be proven daily throughout the world. The sun literally never sets on this warbird as it is deployed at Tanker Task Force locations all over the globe. Because of its reliability and proven track record the -135 airplane has been the object of many new initiatives designed to keep it flying for many years to come.

New engines, a new fuel quantity management system, wing re-skinning, and the recently approved program to replace some 4,700 fuel bladder cells through Programmed Depot Maintenance are a few of the initiatives that possess one common goal — making the -135's safer, more reliable, and more efficient for our crews to fly throughout the long remainder of its service life. But even though improvements are constantly being made, mishaps can still occur for material reasons. As a case in point, the command recently suffered the loss of one of these valuable aircraft due to a serious fire that developed inside the aircraft after landing. Fortunately, however, no loss of life was experienced.

What happened you ask? Well the details will be provided through official USAF mishap reporting channels, so my comments will focus on providing some information on pertinent aircraft maintenance initiatives attempting to guarantee that this type of mishap will not happen again.

Our attention has been focused on the areas of the -135 referred to as the aft wing to body fairings. These fairings lie adjacent to the aft body fuel cell and are, simply put, cavities through which electrical wiring for the underwing illumination lights, hydraulic lines and, in the right fairing, the coaxial UHF antenna cable are routed. Because these fairings are adjacent to the aft body fuel cell there is a remote possibility that fuel vapors could be introduced that would create an ignitable fuel/air ratio. This is the prime reason that there has always been a maintenance preflight requirement to open the fuel cavity drain screws for the body fuel cells to check for the presence of fuel.

To ensure the integrity of all electrical wiring, proper routing of all hydraulic lines, and proper construction of the Comm #2 UHF antenna cable, SAC maintenance personnel completed a fleet wide inspection of aft wing to body fairing areas on all -135 aircraft. The integrity of all fairing areas has been reaffirmed.

The effort to provide maximum protection does not stop here. Future Air Force Logistics Command actions include issuing a Time Compliance Technical Order (TCTO) to configure the left and right wing fairing areas as a fuel vapor bearing area. In other words, the wiring and other associated lines/cables in these areas will be treated as if they were installed in a fuel cell. This will ensure maximum protection against the extremely remote possibility of electrical arcing. TCTO 1C-135-1273 was kit proofed by HQ SAC/LGMS and LGMT(MSET) personnel on 4-5 April 87 and will be out by the time this article is published. We have expressed the importance of this TCTO to AFLC and will strive to complete all -135 aircraft in absolutely minimum time.

The Oklahoma City Air Logistics Center has initiated several other engineering projects to further define and differentiate between potential fuel vapor and non-fuel vapor bearing areas and develop appropriate plans of action to enhance reliability. The Boeing Military Airplane Company has been awarded a contract to perform an engineering study to be complete in mid-May that will be used by the -135 aircraft system manager to accomplish the above.

Another engineering project being pursued is a study of radio frequency (RF) energy and the potential for this energy to develop hot spots in coaxial cables. Target date for completion is approximately the end of May 87 and the results of this study will be used to eliminate RF energy as a potential ignition source.

Finally the Oklahoma Air Logistics Center has implemented revised Program Depot Maintenance (PDM) work specifications for the -135 to require 100 percent fairing removal and 100 percent inspection of wiring, clamping, and routing in accordance with new TCTO 1C-135-1273. All present PDM aircraft will receive TCTO-1273 and all future PDM inputs will be inspected to ensure compliance.

You, the aircrew member, can do your part by being alert and especially observant during your exterior aircraft walk-around. If you notice any fluid dripping out of vents or seeping around panels, check it out, and if necessary, call maintenance. Rest assured we in the SAC Logistics community are doing our utmost to give you, the crew force, the best, safest aircraft to fly.

Here's a cavity you probably didn't even know existed. Although you can't use it for storage, you can check the aft wing to body fairing area for extraneous fluids.

Heads Up Flying Club

Recently, Maj David A. Shunk, 668 Bombardment Squadron, Griffiss AFB, NY, commanded a B-52 on an EWO night training profile. Other members of the crew included Capt Patrick L. Ebner, pilot; Lt Leslie L. Odgers, copilot; Capt Paul D Wuebold and Lt Brandon D. Hanchett, radar navigators; Lt Glen F. Wattman, navigator; Lt David A. Nickels, electronic warfare officer; and A1C Kevin M. Hatten, gunner.

During takeoff from Griffiss, the right wing inboard spoiler group was lost due to failure of the number six hydraulic system. The crew elected to continue based upon suitable controllability characteristics from remaining systems.

Within an hour, during aerial refueling, a flight control system on the left wing became inoperative when the number one hydraulic system failed. At that time, the crew elected to return to the local area to fly high altitude electronic countermeasure runs while reducing gross weight for landing.

Shortly thereafter, all flight controls on the left wing were lost when the third wing hydraulic system failed. At this point the crew was faced with multiple hydraulic system failures which rendered the controllability of the aircraft marginal and recovery capability extremely doubtful. Additionally, the left wing tip gear could not be extended due to these failures. This meant that fuel manipulation for left wing bank control could not be used during recovery because tip protection for the heavier wing would not be available.

The progressive nature of these wing system failures caused a great deal of concern. The aircraft was too heavy for approach and night weather conditions loomed as gravely complicating factors for safe recovery. Additionally, Boeing technical advisors had never experienced this condition in the long history of the B-52. Almost no tech data was available to the crew concerning the maneuvering characteristics of the aircraft under these multiple emergency conditions. Therefore, nearly all of the procedures for landing were devised by the crew after thorough evaluation of guidance from Boeing Company and SAC instructor pilot technical advisors.

To make matters more complicated, the crew experienced brake and steering failure on two main landing gear systems during the descent for landing, severely degrading the stopping distance for the recovery. Night weather conditions, air traffic density in the eastern United States as well as doubtful control characteristics for recovery, prompted the crew to attempt landing at Edwards AFB, CA, where the runway length and weather conditions were much more suitable. During the four hour flight to Edwards AFB, the crew faced the very real possibility of losing the fourth and final flight control system, which would have rendered the aircraft unsuitable for landing. The crew reviewed all egress and survival procedures and requirements in preparation for loss of all primary lateral control.

The entire crew displayed total dedication to recovery of the aircraft, exhibiting both courage and professionalism. The crew performed an uneventful no flap full stop at Edwards AFB, CA. The pilot team preloaded left rudder trim and flew the entire final approach using rudder for directional control in order to prevent dynamic roll forces from developing. During final approach, only a brief period was available to the crew to determine the controllability of the aircraft in the landing configuration. This superb feat of airmanship and teamwork demonstrates the qualities of an outstanding crew. The actions of Maj Shunk and crew clearly prevented the loss of life and aircraft reflecting great credit upon themselves and the United States Air Force.

WANTED

FOR TAKING THE

BLANCHARD TROPHY

IN A

SHOWDOWN

AT

VANDENBERG

1967	351 SMW,	Whiteman AFB
1967	351 SMW,	Whiteman AFB
1969	321 SMW,	Grand Forks AFB
1970	44 SMW,	Ellsworth AFB
1971	351 SMW,	Whiteman AFB
1972	381 SMW,	McConnell AFB
1973	90 SMW,	F E Warren AFB
1974	321 SMW,	Grand Forks AFB
1975	381 SMW,	McConnell AFB
1976	341 SMW,	Malmstrom AFB
1977	351 SMW,	Whiteman AFB
1978	91 SMW,	Minot AFB
1979	390 SMW,	Davis-Monthan AFB
1980	381 SMW,	McConnell AFB
1981	351 SMW,	Whiteman AFB
1982	44 SMW,	Ellsworth AFB
1983	381 SMW,	McConnell AFB
1984	90 SMW,	F E Warren AFB
1985	308 SMW,	Little Rock AFB
1986	341 SMW,	Malmstrom AFB
1987	????	

PROFESSIONAL PERFORMERS

Missile Crew

The 321st SMW Crew E-131, Capt Manuel Padilla, MCCC, and 2Lt Matthew W. Towers, DMCCC, is SAC's Missile Crew of the Month.

Immediately following crew changeover at the 447 SMS's command post (SCP), India-Zero, Crew E-131 noticed smoke coming from the status console. Without hesitation, the crew referenced fire isolation procedures and determined the fire was in the communications and control panel. The old crew, still present in the LCC, was evacuated to safety topside while Crew E-131 isolated the fire by tripping circuit breakers and shutting down the status console. No longer able to fulfill their flight and emergency war order (EWO) responsibilities, and with total loss of normal communications capability, the crew quickly installed the emergency phone to realign all squadron control and monitoring responsibilities.

Later in the month, Crew E-131 was on alert at Kilo-Zero with active responsibility for 20 sorties. With a missile removal in progress at one of their sorties for a Rivet MILE deposture, the crew experienced eight power changeovers on their sorties and lost power to their LCC. While directing the facility manager to start the diesel, the Airborne Launch Control Center aircraft flew into the area and conducted launch facility radio tests and a wing-wide communications poll. Crew E-131 simultaneously completed all actions without error and maintained total control of their flight during this hectic alert.

Crew E-131's professional handling of the fire prevented extensive damage to their launch control center and make them truly deserving of the honor of Missile Crew of the Month.

Aircraft Maintenance

TSgt Edward J. Cahoon Jr, 509 BMW, Pease AFB, is SAC's Maintenance Airman of the Month. Recently an FB-111 experienced emergency gear extension system malfunction that stymied other technicians. After extensive and difficult troubleshooting, Sgt Cahoon discovered faulty main landing gear support rods in the main wheel well which did not allow proper landing gear extension during emergency operation. He supervised all repair actions ensuring only high quality, dependable maintenance was performed. He possesses the best knowledge of supply system procedures and requirements in the aerospace systems branch. He worked diligently with supply and production control to clear numerous delinquent assets, and the result was a measurable decrease in the turn-around of critical aircraft components. During the recent SAC IG, his supply accounts were 100 percent accurate.

Munitions Maintenance

TSgt Donald R. Henderson, 320 BMW, Mather AFB, is SAC's Munitions Airman of the Month. As NCOIC of the conventional maintenance section, he has been a key supervisor during a time of rapid expansion in contingency taskings, and was instrumental to the success of the wing's first ever full-blown B-52G conventional generation. His section prepared all mobility equipment, processed 12 personnel and provided 14 people to augment the flightline reconfiguration of nine B-52G aircraft for conventional strike missions. During a recent Quickstrike mine test conducted in conjunction with the U.S. Navy, Sgt Henderson's planning and attention to detail identified a number of critical shortfalls, including BDU-50 drop shapes and arming wire. Sgt Henderson has displayed the superior leadership, technical ability and enthusiasm that make him a standout among his peers.

Missile Maintenance

SSgt Richard K. Seeman, 90 SMW, F E Warren AFB, is the SAC ICBM Maintenance Airman of the Month. Assigned to the missile electrical branch, Sgt Seeman accomplished two motor generator changes in under 30 hours resulting in minimum off alert time at a missile site. Sgt Seeman revised 20 team chief books. After distribution of the team chief books the unit's documentation error rate dropped significantly. He also has submitted technical order changes, one of which updates the troubleshooting procedures of the launch facility electrical distribution box. Sgt Seeman is a dedicated professional in every sense of the word.

THE CUTTING EDGE

Capt Ronald G. Maderas, Jr.
3901 SMES, Vandenberg AFB

CPOs and Proficiency. . .Revisited

Back in May 1985, I wrote an article for Combat Crew expressing concern about the relationship between emergency war order (EWO) comprehensive performance objectives (CPOs) and crew member proficiency. At the time, this relationship and its potential for adversely affecting the safe operation of our ICBM nuclear arsenal was gaining high level interest in the missile operations community. Initiatives were undertaken by Headquarters SAC agencies to change the emphasis on CPOs. In short, they were to become tools to accurately assess the proficiency of our crews. Now, two years later, it's time to reflect back to see just how far we've come, and if necessary, whether there's still more road to travel.

In that original article, the point was made that with the advent of CPOs we made great strides in the standardization area, but rather inadvertently, we may have created a problem in the process. This problem was identified as the misrepresentation of CPOs as proficiency standards rather than the tools to measure performance that they were originally intended to be. From the start, they were intended to communicate the minimum performance standards required in the completion of a task or checklist. To put this in perspective, it would be virtually impossible for the CPOs to include all of the skills and knowledge necessary to accomplish the total spectrum of EWO actions. In response to this potential pitfall, readers were asked to take a hard look at their training and evaluation programs to ensure they were not endorsing CPOs as something they are not. The article went one step further by commenting that strong training programs —those that stand above the rest— constantly focus their training efforts above and beyond the minimum levels and requirements of the CPOs. Let's take a look now at how we've done.

In the training area, we've made tremendous strides in exposing our crew members to the multitude of EWO responsibilities and procedures. As an EWO evaluator with the 390lst Strategic Missile Evaluation Squadron, I have had the opportunity to observe first-hand the transformation from "CPO dependency" to "mission requirements." Challenging missile procedures trainer scenarios, beefed up recurring training programs, and an overall willingness to put crew members in tough situations calling for an indepth, thorough understanding of the requirements are the norm—and **not** the exception. Now that unit instructors have been freed from the limitations of CPO dependency, they eagerly delve into the regulations and checklists in an effort to expose their crew members to all facets of their assigned responsibilities. One caution however—in our zeal to challenge our crew members to performance levels above and beyond the requirements of the CPOs, we must continually exercise caution against taking a good thing too far. The "what if, off the wall" type sequences that serve no useful purpose other than to confuse or muddle the issue should be avoided. On the whole though, we've done quite well in this area.

Have we done as well in our evaluation programs? Before offering an opinion on that question, it is important to state right at the outset that we operate under somewhat different criteria (and justly so) when it comes to evaluating our crew members. In contrast to the training environment where the primary limitation is the weapon system itself, we conduct our evaluations in a controlled environment under specific guidelines and constraints. In short, during evaluations, we are obligated to comply with the conditions and standards set forth in the CPOs. But there is also a philosophical difference. In evaluations, we make a conscious attempt to expose crews to sequences of problems that could reasonably be expected to occur in a real world scenario. The subtleties, the unexpected, are better left in the training arena. Now back to the original question. Given the constraints under which we operate, have we done as good a job exposing our crew members to all facets of their assigned responsibilities in the evaluation environment? Relatively speaking, yes — but there's still more that can be done.

SACR 50-6, Standardization and Evaluation Concepts and Techniques, states that the primary objective of the evaluation program should be to "promote combat crew mission capability and safe peacetime operations." In other words, can our crews complete their mission requirements and safely operate the weapon system? If that is our stated objective, then our evaluation tools must be constructed so as to provide the answers to those questions. Anything less, and those very answers we seek become less reliable, less valid. What can we do to ensure the validity of our evaluation results? We can write evaluation scenarios that effectively evaluate our crews' ability to perform their EWO mission. Nothing more, nothing less. Stated another way, we can evaluate our crews to the level of proficiency we demand they possess in order to perform their critical tasks. Given the philosophical basis and the environment we operate in, training scenarios should still be more difficult, more challenging—and in fact they are. But there should be no free rides in the evaluation business. We must objectively evaluate to the level of proficiency we require, within the confines of the CPOs. Furthermore, we need to be sure that our evaluation results are **really** telling us what we think they are. Unreliable or invalid feedback could prompt us into a false sense of security, and in our line of work, that's simply unacceptable.

Training and evaluation are equally important. It is through these processes that we ensure our crew members possess the necessary proficiency to properly safeguard the nuclear weapons systems under their control. Let's give both the emphasis they deserve.

SAC SAFETY SCREEN

The SAC Safety Screen is an honor roll of SAC's most professional crews. To gain listing on the Screen, crew members must be nominated by their unit commanders and meet high selection criteria of experience in their aircraft or missile system *IAW AFR 127-2/SS1.*

529 BMS, Plattsburgh Crew S-52: P Capt Thomas M Cressman, N Capt Rafael Frontaura
529 BMS, Plattsburgh Crew R-71: P Capt Roger G Sharp, N 1Lt Gregory L Pyle
529 BMS, Plattsburgh Crew R-72: P Capt Mark A Lorence, N Capt Steven E Fulton
529 BMS, Plattsburgh Crew R-83: P Maj Robert J Finnegan, N Capt Steven E McKay
91 AREFS, McConnell Crew R-116: IP Maj Rodney D Bell, P 1Lt Robert O Shimp Jr, IN Capt Eric R Rast, BO A1C Kevin R Langholz
384 AREFS, McConnell Crew R-165: AC Capt David W McSwain, P 1Lt Steven O Stallman, N 1Lt Brad L Sargent, BO A1C Michael J Block
7 AREFS, Carswell Crew R-115: AC Capt Charlotte R Smith, P Capt Michael J Ebel, N Capt Trevor O D Noel, 1B SSgt Clyde B Hampton, BO A1C Floyd W Atkins
9 BMS, Carswell Crew R-82: AC Capt Brian C Rogers, P 1Lt James D Gensheimer, RN Capt James S Shaw, N 1Lt Bradly Dufaud, EW 1Lt Michael E Devillez, EW 2Lt Edward C Kraft III, G SSgt James A Griffith
20 BMS, Carswell Crew E-14: AC Maj David R Allen, P Capt Robert J Huntsman, RN Maj Robert G Beavers Jr, N 1Lt Mark R Lloyd, EW 1Lt Curt V Avallone, EW 2Lt Scott P Dickman, G SSgt James A Meek
62 BMS, Barksdale Crew E-08: AC Capt David S English, P Lt Peter G Schwendinger, R Capt Edward G Knowles, N Lt Stuart K Archer, EW Lt Joe A Jimenez, G SrA Robert E Wilcox Jr
596 BMS, Barksdale Crew S-71: AC Lt Col Clayton M Kline, P 1Lt Stephen D Sicking, RN Capt James W Hibbard, N 1Lt Blaise M Martinick, EW 1Lt Paul E Urband, G A1C Ryan L Bollinger
596 BMS, Barksdale Crew E-82: AC Capt Gregory H Bishop, P 1Lt Bernard S Morgan, RN Capt Lee S Richie Jr, N Capt George W Murray III, EW 1Lt James A Stuhrenberg, G Sgt Michael M Correal
596 BMS, Barksdale Crew E-51: AC Capt William M Seaton, P 1Lt Guy K McKee, RN Capt Randall M Walls, N 1Lt William H Tisdale, EW Capt Terry M Patsos, G A1C William E Brooks
2 BMW, Barksdale Crew: IP Lt Col David Joachim, P Capt Janet Wuesthoff, FE TSgt James Reed, BO TSgt Timothy Richardson
528 BMS, Plattsburgh Crew E-31: AC Capt Michael E Homan, RN Capt Leonard J Esterly Jr
528 BMS, Plattsburgh Crew E-10: AC Capt Donald T Watkins, RN 1Lt Steven G Moore
528 BMS, Plattsburgh Crew E-20: AC Capt Michael T Mahar, RN Capt Robert E Millay
11 AREFS, Altus Crew R-131: AC Capt Gregory L Orbock, P 1Lt Joel D Worley, N 1Lt Lawrence C Norton, BO SSgt James P Davis
306 AREFS, Altus Crew E-150: IP Maj Roger G Raper, P 1Lt Carter L Jordan, N 2Lt Mario L Guerrier, IBO TSgt Frederic Thomas
524 BMS, Wurtsmith Crew R-27: AC Capt Larry B Clark, P 2Lt Paul D Love, RN Capt Andrew P Bloom, NN 2Lt Joel S Westa, EW 2Lt Ricky W Carver, AG Sgt Zachary S Peters
920 AREFS, Wurtsmith Crew R-144: IP Capt Monica L Betor, P 2Lt Joseph C Miller, NN 1Lt Don E Phillips, IB SSgt Dale D Martin
920 AREFS, Wurtsmith Crew R-155: AC Capt William D Murdoch, P 1Lt David B Greene, NN 1Lt Mark A Engebritson, BO SSgt Howard W Tennyson
350 AREFS, Beale Crew R-191: AC Capt Leo H Degriff, P Lt Diane L Renolds, N Capt Mark D True, BO SSgt Gerald E Alger
99 SRS, Beale Crew: P Lt Col Michael J Musholt, P Capt Jonathan D George
320 BMW, Mather Crew R-13: AC Capt Joel A Horwitz, P 1Lt Troy A Turner, RN Capt Christopher Castro, N Capt William K Adams, EW Capt Mathew J Hickey, G Sgt James R Hungate
320 BMW, Mather Crew E-20: AC Maj Kelly R Logan, P Capt Frederick R Bates II, RN Capt Christopher D Mills, N 1Lt Bradley R Martin, EW 1Lt John L Zelinsky, G Amn Christopher G Nason
90 SMW, F E Warren Crew R-124: MCCC 1Lt Marion K Hamilton, DMCCC 2Lt James M Stewart
44 SMW, Ellsworth Crew E-180: MCCC Capt Scott D Mattson, DMCCC 2Lt Randy C Robertson
91 SMW, Minot Crew R-045: MCCC 1Lt Charles F Mowery III, DMCCC 2Lt Steven A Mayer
321 SMW, Grand Forks Crew E-114: MCCC 1Lt Gerald T Ziegler, DMCCC 2Lt Timothy W Nefzger
351 SMW, Whiteman Crews R-132/R-14D: MCCC Capt Lydia Negron, DMCCC Capt Katherine Chisom
308 SMW, Little Rock Crew E-084: MCCC Capt Joseph A Thibault, DMCCC 1Lt Frank Robertson Jr, MET SSgt Kirk W Hemphill, MSAT Sgt Kervie D Combass

UNIVERSITY OF FLORIDA
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HALL OF FAME

OVER THIRTY-ONE YEARS

170 AREFG, McGuire (NJANG)	Feb '56

OVER TWENTY-NINE YEARS

171 AREFW, Greater Pittsburgh (PAANG)	Mar '58

OVER TWENTY-EIGHT YEARS

157 AREFG, Pease (NHANG)	Jun '58

OVER TWENTY-SEVEN YEARS

940 AREFG, Mather (USAFR)	May '59

OVER TWENTY-SIX YEARS

151 AREFG, Salt Lake City (UTANG)	Feb '61

OVER TWENTY-FIVE YEARS

11 SG, Fairford	Feb '62
134 AREFG, McGhee Tyson (TNANG)	Mar '62

OVER TWENTY-FOUR YEARS

96 BMW, Dyess	Aug '62

OVER TWENTY-TWO YEARS

160 AREFG, Rickenbacker (OHANG)	Dec '64

OVER TWENTY-ONE YEARS

320 BMW, Mather	Jul '65

OVER TWENTY YEARS

452 AREFW, March (USAFR)	Sept '66

OVER NINETEEN YEARS

55 SRW, Offutt	Jul '67
2 BMW, Barksdale	Aug '67

OVER EIGHTEEN YEARS

5 BMW, Minot	Feb '69

OVER SEVENTEEN YEARS

141 AREFW, Fairchild (WAANG)	Oct '69

OVER SIXTEEN YEARS

28 BMW, Ellsworth	May '70

OVER FIFTEEN YEARS

101 AREFW, Bangor (MEANG)	Mar '72
306 SW, Mildenhall	Apr '72

OVER FOURTEEN YEARS

416 BMW, Griffiss	May '72
379 BMW, Wurtsmith	Apr '73

OVER THIRTEEN YEARS

931 AREFG, Grissom (USAFR)	Feb '74
384 AREFW, McConnell	Mar '74

OVER TWELVE YEARS

43 BMW, Andersen	Dec '74

OVER ELEVEN YEARS

68 AREFG, Seymour Johnson	Sept '75

OVER TEN YEARS

410 BMW, K.I. Sawyer	Apr '77
190 AREFG, Forbes (KSANG)	Apr '77

OVER NINE YEARS

128 AREFG, Milwaukee (WIANG)	Jul '77

OVER SEVEN YEARS

376 SW, Kadena	Aug '79

OVER SIX YEARS

7 BMW, Carswell	Jul '80
319 BMW, Grand Forks	Sept '80
380 BMW, Plattsburgh	Oct '80
97 BMW, Blytheville	Jan '81

OVER FIVE YEARS

22 AREFW, March	Oct '81
161 AREFG, Phoenix (AZANG)	Mar '82
126 AREFW, Chicago (ILANG)	Mar '82

OVER FOUR YEARS

19 AREFW, Robins	Apr '83

ICBM

OVER FOURTEEN YEARS

321 SMW, Grand Forks	Aug '72

OVER TWELVE YEARS

351 SMW, Whiteman	Oct '74
91 SMW, Minot	Nov '74

OVER EIGHT YEARS

44 SMW, Ellsworth	Nov '78

OVER SEVEN YEARS

90 SMW, F.E. Warren	Dec '79

OVER SIX YEARS

308 SMW, Little Rock	Sept '80

To gain listing in the Hall of Fame, a SAC or ARF unit must be Class A mishap-free for 48 months.